

# SNIFE CLASS INTERNATIONAL RACING ASSOCIATION

## MEASUREMENT DATA SHEET

Sheet F - Revised January 1992  
For all boats built after January 1, 1992,  
EXCEPT AS NOTED.

Use Standard Marking Procedure on this form:  
(a) When NOT within the tolerance limits allowed, mark an "X" in the margin and state actual measurements.  
(b) Otherwise, do not write in the measurements of this boat except where specifically called for.  
(c) Draw a neat circle around the number of each paragraph when you have verified or carried out all its details.  
(d) Thus, when your examination is completed, every paragraph number will be "circles" (indicating conformity); or will bear an "X" in the margin (something to be rebuilt or to be submitted to the International Rules Committee for decision).

**\*\*PLEASE PRINT\*\***

1. Measurers must fill in every blank space provided on this sheet. Each dimension shown must be verified by the measurer and if the dimension is not either the maximum or minimum or between the two, the measurer may recommend certificate good for local races only on home built boats, if discrepancy is MINOR and clearly shown. No discrepancies permitted on professionally built boats.  
2. This boat must have been assigned a racing number by the Association which must be carved, burned, or molded into the centerboard trunk in an unobscured position. Minimum height of these numbers must be 1/2" (13mm). Unless this is done, the boat cannot receive a Certificate of Measurement. In order to be eligible to race, every boat must have an official decal for the current year, permanently attached to the starboard side just forward of the transom. Decals will be issued by the appropriate secretary for each year that dues are paid.

3. Official Racing Number of boat on trunk. S28 691  
4. Boat's Name.  
5. Full name(s) and address(es) of owner(s).

Filip Svensson  
Sydney - 1  
591671 Molokai

6. Name and charter number of the fleet in which this boat is expected to compete. Lake Western Fleet 825

### GENERAL RESTRICTIONS

7. Boats to be eligible to race in this class must be built to conform in every way to this data sheet. A boat that does not meet all these requirements shall be ineligible to receive a Certificate of Measurement but it must retain its identifying number. Such boats cannot take part in any open or closed regattas whatsoever. Owners of such boats shall be ineligible to join SCIRA. The measurer must notify the Executive Director of any boats that cannot pass these requirements, giving the boat number, and name and address of both the builder and owner.  
8. Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such.

The purpose of the restrictions under which Snipe hulls and sails are approved is to insure that, to as great a degree as possible, all hulls and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions in which, at some future date, someone cannot find what appears to be a legal means of obtaining some racing advantage. Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question. Improvements and changes will be made only when these changes do not obsolete older boats from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense.

### APPROVED OPTIONS NOT COVERED ELSEWHERE:

- 8.1. Self-bailing cockpit: No restriction on method of construction.
- 8.2. Hiking Straps: No restriction on number or location.
- 8.3. Tiller Extension: No restriction on cross section or length.
- 8.4. Boom Vang: No restriction on type. May be used at any time.
- 8.5. Cleats for Jib Sheets or Mainsail Sheets: No restriction on number, type or location.

- 8.6. Jib Fairleads: Any type or location permitted.
- 8.7. Mainsheet Bridle: Any type or location permitted. May be adjusted while racing.
- 8.8. Attachment of Jib Tack: The jib luff wire at the deck must be attached so it cannot be moved while racing. Tension on the cloth in the jib luff may be adjusted while racing. This restriction shall apply to all boats without regard to date of manufacturer.
- 8.9. Mainsail Clew Outhaul: Any type permitted. May be adjusted while racing.
- 8.10. Sliding Goosenecks: May be on track or in slot in mast. May be swiveling and may incorporate rollerreefing gear. Must have some means to prevent downward movement beyond position giving maximum legal length of luff. The position of the gooseneck may be changed while racing. The tack of the sail shall be so located that the bolt ropes do not deviate appreciably from a straight line.
- 8.11. All metric measurements are taken to the nearest one-tenth of one millimeter. Questions must be resolved by using the customary system which is also shown, and which was used in designing the boat.
- 8.12. Movement of the mast, fore and aft or lateral, may be restrained by blocks at the deck level. Fore and aft guys may be used, with the guys attached to the mast no higher than the top band of the lower set of bands. Mast shall not be moved at the maststep while racing.
- 8.13. Floorboard are optional.
- 8.14. FOR ALL BOATS: The maximum overall length of the whiskerpole is 104" (2641.6 mm) and it may not extend in front of the bow of the boat or aft of the boom when not deployed. Pole launcher and retractor systems using shock cord are allowed.
- 8.15. FOR ALL BOATS: Aramid fiber lines may be used only in the running rigging, but carbon or aramid fibers or micro-grooved film are not be used elsewhere in the hull construction, or equipment.
- 8.16. No electronic devices other than timers shall be used on the boat.

9. Boats must be measured by officially appointed or elected Fleet Measurers or by Class Measurers approved by SCIRA. No certificate shall be acceptable unless recommended and signed by such a Measurer. Boats must be weighed at the start of each season. Sails are subject to remeasurement and to cancellation of approval at any time. They must be measured at the start of each season and so marked. On any measured item (mast, boom, rudder, or centerboard), only one can be measured and these items can be changed only on irreparable damage or loss.

### HULL

10. Thickness of sides, transom, sides of centerboard trunk and bottom:  
Fiberglass: 1/8" (3mm) min.  
Fiberglass & Foam Sandwich or Fiberglass and Honeycomb Sandwich: 1/8" (3mm) Outerskin and 1/16" (1.5mm) Innerskin min.  
Wood: Density of .0185 lbs per cubic inch (512 Kg per cu. meter) or greater - 1/2" (12.7mm) min. Density of less than .0185 lbs per cubic inch (512 Kg per cubic m) - 3/4" (19.1mm) min.  
Plywood: 3/8" (9.5mm) min.  
Plywood and fiberglass: 3/8" (9.5mm) minimum plywood, plus fiberglass.  
Thickness of plywood deck: 1/4" (6.4mm) minimum. Exterior grade may be used.

- 11. Keel width 4" (101.6mm) +/- or -1/8" (3.2mm) on flat under surface from stern to station 2 and minimum 2" (50.8mm) wide at station 1.
- 12. Stem must be a smooth curve and it must follow the table of stem offsets as shown on drawing.
- 13. Maximum chine radius is 3/4" (19.1mm) at station 1, tapering to 1/8" (3.2mm) at station 2, and is 1/8" (3.2mm) from there aft.
- 14. Maximum lack of flatness in any cross section is 1/8" (3.2mm) per foot (304.8mm) of distance over which the lack of flatness is being checked.
- 15 - 18. Deliberately left blank.

### DECK

- 19. Forward deck. This must extend the full width of the boat to a point at least 72 1/2" (1841.5mm) aft of the stem. Maximum crown of deck 5" (127mm). The top of the sprayboards must be minimum 2" (50.8mm) vertically above deck for minimum 2' (609.6mm) of their respective lengths. Maximum projection of deck or sheer molding beyond sheer is 1 1/4" (31.8mm) in a horizontal plane, level with the sheer.
- 20. After deck minimum 18" (457.2mm) in length.

### COCKPIT

22. Maximum width of cockpit 40" (1016mm). If the deck alongside the cockpit curves down on a radius, the maximum width shall be checked at the intersection of the deck with a plane 2" (50.8mm) below the sheer. Cockpit corners may be square or rounded to any desired radius.

## CENTERBOARD

29. Verify dimensions with drawing. No other shape permitted. Slot in centerboard trunk maximum 21-1/2" (546.1mm) long and no more than 1/2" (12.7mm) in width if in fiberglass nor 9/16" (14.3mm) if in wood or plywood. The aft edge of centerboard trunk shall be perpendicular to base line. Forward edge of centerboard trunk shall either be perpendicular or slope forward 1/4" (6.4mm) maximum at the top of trunk.

Boards must be uniform thickness except within 1" (25.4mm) of edges which may be tapered off. Centerboard may be cut out for lightness. (See drawing.) The top of the front leg of a centerboard may be sloped back at an angle not greater than 45 degrees, starting at a point 12" (304.8mm) above the centerpunch mark 33-1/2" (850.9mm) from the bottom of the board. The handle of the centerboard shall be installed in such a manner that the aft edge of the centerboard is perpendicular to the base line when the centerboard is completely down.

30. FOR ALL BOATS: The centerboard must be restricted while racing, in such a manner that not less than 12 inches (304.8mm) extends below the keel when the board is at its maximum height. To permit checking the position of the centerboard while racing, a band 1" wide shall be painted on each side of the board, the top of the band being even with the surface of the deck at the centerline of the boat when the board is raised to this maximum height. A safety line must be used on the centerboard while racing.

31. The dimensions for centerboards as given on the drawing on the back of this sheet must be adhered to. There shall be no inserts or other means of changing the distribution of the weight. Centerboards shall be made of any hard aluminum alloy. 6061T6 or its equivalent is recommended. The thickness of the centerboard shall be 3/8" (10mm). If seals are used on the centerboard trunk, they shall be used at the top of the trunk only. Any type of seals may be used.

## RUDDER

32. See that rudder is substantially made of wood, fiberglass or fiberglass and foam. See that tiller is strong and attached firmly to rudder head in such a manner that it cannot be slid fore and aft. There shall be a suitable means of preventing rudder from falling off with boat inverted.

33. The basic rudder thickness above and below the waterline shall be 3/4" (19.1mm) minimum and 1-1/2" (38.1mm) maximum.

34. The width of blade below waterline shall be 10-1/4" (260.4mm) maximum and 10" (254mm) minimum. This measurement is taken across rudder at approximately right angles to its leading edge.

35. Metal rudder blades are prohibited. Where pivoting rudders are desirable because of purely local conditions, they may be used for local point score races only. They may not be used in any regattas or championships.

Tillers must be direct connected and all above the aft deck. Rudder must at all times be mounted essentially parallel to the transom. Vertical adjustments or changes in angle are not permitted. Rudder must be attached to the transom and as close to the transom as conveniently possible with 1-1/2" (38.1mm) maximum clearance. The minimum weight of the rudder including pintles shall be 6 pounds (2.72 kg) on all boats.

## MAST, BOOM AND RIGGING

36. Only one mast may be used during a regatta unless irreparable damage has occurred. It shall be stepped on the keel, or no higher than 2" (50.8mm) above the top of flotation tank in bottom. The butt of the mast shall be positively retained in the step by means of a collar, cable or other suitable means.

37. The minimum allowable length from sheer molding shall be 20'1" (6121.4mm).

38. The center line of the mast shall be located 60 (1524mm) to 64 inches (1625.6mm) aft of the stem. This measurement shall be taken to the mast step. The hole in the deck where the mast goes through the deck shall have a maximum size of 3" (76.2mm) athwartship x 10" (254mm) fore and aft. A 60" (1524mm) mark showing on either side of the mast step shall be molded in the hull.

39. Rotating masts are prohibited.

40. The mast must be minimum 1-1/4" (31.8mm) athwartships at the top band or at any point below. On all boats: Any taper in the mast above the stay intersection shall be essentially a uniform taper.

41. If mast is made of wood, it must be minimum 2" (50.8mm) athwartships and minimum 3" (76.2mm) fore and aft at deck. If mast is round (not streamlined), the dimension at deck shall be minimum 2-1/2" (63.5mm) in diameter.

42. Spreader length and rake limit shall not be adjustable while racing, on any boat.

43. Measure distance from sheer to the intersection of the jib stay with surface of the mast. See sketch on measurement drawing for method of determining the intersection. The shroud, jibstay, and jib halyard intersections with the surface of the mast shall be between 14'8" (4470mm) and 15'0" (4572mm) above the sheer. This shall apply to all boats built after January 1, 1992 and to replacement masts on older boats if so desired.

44. Halyards must be used, and they must lead down the mast toward the boat, alongside or inside the mast. The length of the luff of the mainsail shall be limited while racing by the following means:

Bands 1" (25.4mm) wide shall be painted around the mast in color to contrast with the color of the mast, the bands being located as follows:

1. The lower edge of the top band to be not more than 20'1/2" (6108.7mm) above the sheer.

2. An additional band, the upper edge of which shall be a maximum of 16'9-1/4" (5111.8mm) below the lower edge of the corresponding top band.

3. Two additional bands, the lower edge of each band being 6" (152.4mm) below the lower edge of the previously specified bands, may be installed. These additional bands are optional.

In racing, the sail must be set so that the edge of the sail is limited at the top by the lower edge of one of the bands, and at the bottom by the top edge of a corresponding band. Tape which is not readily removable and which soon becomes as permanently attached as paint (such as one mil mylar) may be used for bands. Easily removable tape such as electricians or plastic decorative tape is not acceptable.

45. Length of boom shall be 8'8" (2641.6mm) maximum, 8'6" (2590.8mm) minimum, measured from the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the boltrope). The foot of the mainsail shall not be stretched beyond the following limit while racing; the aftermost edge of the sail at the clew shall not be farther aft than the forward edge of a band 1" (25.4mm) wide, and forward side of which is 8'4-7/8" (2562.2mm) aft of the aft edge of sail slot in the mast.

46. The maximum depth of boom, no matter what type or material shall be 4" (101.6mm) at its widest point, minimum 3-1/2" (88.9mm) for a wood boom. Maximum width at any point 3" (76.2mm). Minimum thickness of plank boom 3/4" (19.1mm). If slotted boom is used, the maximum depth of 4" (101.6mm) includes the material forming the slot. Booms shall be essentially straight and shall not be tapered nor have lightening holes.

47. Aluminum extrusions may be used for masts and booms and masts may be tapered subject to Para. 37. Masts must be made of alloy 6061T6 or equivalent. Booms may be made of alloy 6063T6 or equivalent. Weight of such mast with winches, halyards, stays, gooseneck, spreaders and butt end must be at least 20 lbs (9.1 kg), and nothing may be added to the basic mast except necessary fittings or reinforcements. Center of gravity in the condition when weighed, with the stays and halyards extended full length and temporarily taped to the mast, shall be at least 60 inches (1524mm) above the upper band of the lower set of bands. Masts having an athwartship dimension of 2-1/8" (54mm) or less must use spreaders. Any section which may be used for a mast may be used for a boom. For booms only, a basic section 2-1/2" (63.5mm) deep and at least 7/8" (22.2mm) wide at its widest point may be used. The height of the boom at either end may be reduced for access to the boltrope.

48. Boom and mast may be slotted to take sail bolt rope provided dimensions are met.

49. Deliberately left blank.

50. All boats must have a jib stay and two side shrouds. The jib stay must be all metal 3/32" (2.4mm) minimum diameter, either wire or rod and must be fastened to a tang or other deck fitting. The length of the jib stay shall be such that it does not allow the mast to touch the back of the partner when the mast is restrained only by the jib stay and shrouds and the mast push/puller is off. THIS APPLIES TO ALL BOATS. No backstay may be used. Shroud anchorages or through-the-deck fairleads must be not more than 4" (101.6mm) in from the sheer, and between 70" (1778mm) and 78" (1981.2mm) aft of stem. Anchorages of jib stay and shrouds may be under deck, but location and length of jib stay and shrouds must be incapable of change during a race. The use of elastic light line between the shrouds and the mast is permitted.

51. All other rigging optional. So-called streamlined rigging not permitted. Running rigging optional. If, in the opinion of the Measurer, the rig shall be considered unsound, weak or unseaworthy, the Measurer must not recommend a Measurement Certificate. Changes must not be made after the Certificate is issued, unless the owner has Measurer recheck the rig.

## WEIGHT LIMIT

52. THE BOAT COMPLETE MUST BE WEIGHED. THIS WEIGHT DOES NOT INCLUDE PADDLE, LIFE PRESERVERS, BAILING EQUIPMENT (unless permanently attached), SAILS, OR ANY OTHER LOOSE GEAR. IT DOES INCLUDE MAST, BOOM, RIGGING, MAINSHEET, WHISKERPOLE OR WHISKERPOLE LAUNCHING SYSTEM, CENTERBOARD, RUDDER, AND TILLER. BOATS THAT DO NOT MEET THE WEIGHT LIMIT MUST HAVE WEIGHT PERMANENTLY ADDED BEFORE THEY CAN BE GIVEN MEASUREMENT CERTIFICATES.

53. The weight of this boat as outlined above is 1730 lbs. *key*

Amount of ballast 80 lbs. *key*

BALLAST LOCATION MUST BE MARKED ON DIAGRAM ON PAGE FOUR.

55 All boats must be weighed before issuing a measurement certificate and must be re-weighed at the start of each season.

56 The Measurer shall either witness the weighing of the boat or require the owner to furnish a weight certificate signed by at least two witnesses and the owner as well as the owner of the scales, that the minimum weight of the boat complete complies with this paragraph. The minimum weight shall be 381 lbs (172.8 Kg). The bare hull including deck, centerboard trunk, floorboards, flotation, hull fittings, and sailaway equipment shall weigh 276 lbs (125.2 Kg) minimum. In addition ballast up to 33 lbs (15Kg) may be permanently added in any location, subject to the requirements for Moment of Inertia. All ballast must be installed where it may be seen and it shall be attached with peened over bolts or glass cloth. The bare hull including ballast as defined above shall be subjected to the moment of inertia test as contained in the Supplement to the Measurement Data Sheet for Moment of Inertia Test.

57 Weight certificates from builders will not be accepted.

58 All boats shall comply with the following flotation requirement: When the boat has been capsized and has remained in any position long enough to take in as much water as possible in high wave conditions, it shall, upon being righted, float so that the lowest point around the cockpit edge where water might enter the boat is at least 6" (152.4 mm) above the water when the boat is supporting 300 lbs (136.1 kg). This may be accomplished by means of tanks, flotation bags, self-bailing cockpits, increased low density flotation material, or other suitable means. Holes with maximum total area 100 square inches (645.2 sq.cm) may be made in the transom to facilitate drainage. Where transom drains are used to comply with this rule they should have a minimum of 45 square inches (290.3 sq.cm) total. In boats meeting the requirements of this rule, the centerboard trunk may have a minimum height of 9" (228.6 mm) above the outside of the keel if the boat, after capsizing and being righted, floats high enough so that water will flow out of the trunk; otherwise, the trunk shall be 2" (50.8 mm) above the water level in the boat after capsizing and being righted.

MISCELLANEOUS

59 Measurer must notify the owner of the following essential requirements: Boat must carry wearable life preservers for all occupants at all times, and race committees may require wearing them when racing when they consider it necessary. Suitable paddle or oar must be cared. A towline of 33' (10 meters) minimum length, and 1/4" (6mm) minimum diameter must be carried. SCIRA makes no prescription on anchors but some local authorities may require them. This applies to all boats.

60 There shall be no advertising matter whatever on the outside or inside of any boat or on its sails, except as allowed by the SCIRA Event Sponsorship Policy. Any boat infringing this ruling shall be subject to loss of measurement certificate. Measurers shall not issue a certificate to any such boat.

61 Name, complete mailing address and telephone or Fax number of Builder:

Skipper

Denmark

62 Sliding seats, hiking boards, trapeze rigs, and other artificial methods of supporting the skipper's or crew's weight to balance the boat are prohibited. This does not prevent the use of hiking straps or any kind of line or cord attached to the boat within 8" (203.2 mm) of the top of the deck. It is permissible for the crew to hold on to the side stays.

CONSTRUCTION OF FIBERGLASS HULLS

63 Only professional boat builders can make fiberglass Snipe hulls. Effective January 1, 1965, the construction of fiberglass hulls has been allowed under the same tolerances as approved by IYRU and now in effect for wood hulls. The loft lines do not show any sheer molding. Part or all of a sheer molding may be molded with the hull.

MATERIALS: Fiberglass cloth, woven roving or mat may be used, with either polyester or epoxy resins. Glass content must be at least 30% by weight.

FLOTATION: 6-1/2 cubic feet (.184 cu.m) of Styrofoam, Urethane foam, or equivalent, having a density of 2-1/2 kg per cubic foot (40 kg cu.m) maximum must be built into the hull. Balsa wood enclosed in resin-impregnated fiberglass cloth is considered equivalent. Supposedly airtight compartments are not considered adequate.

TOLERANCE: All fiberglass boats are to be measured to standard tolerances. The thickness of the hull must be uniform except where reinforced locally such as at the keel, the chine, the stern, the mast step, and where the stay anchorages and rudder gudgeons are attached. Increased thickness due to incorporation of flotation material in either the sides or bottom of the hull is not a violation of this requirement. If desired, floorboards may be bonded directly to the bottom of the boat, omitting

supports. A fiberglass and foam sandwich floor structure may be used. Wood and plywood are acceptable local reinforcements.

DECKS: the deck may be plywood as specified in the measurement data sheet, or it may be fiberglass. In general, a fiberglass deck will require some type of double surface and core construction to secure adequate stiffness. Each builder's method of construction must be approved by the Rules Committee.

CONSTRUCTION OF PLYWOOD HULLS

77. BOTTOM AND SIDES: The weight of the plywood used must be at least one pound, two and one-half ounces per square foot (5.65 kg. Per square meter). If 3/8 inch (9.5 mm) material is used throughout, fiberglass or other covering material may be used to bring the hull up to a minimum weight.

FLOTATION: Three cubic feet (.085 cu.m) of Styrofoam must be installed in the hull.

MOMENT OF INERTIA TEST

78 All bare hulls, as defined in paragraph 54 must be subjected to the moment of inertia test. (For a full description of the method, see SUPPLEMENT TO THE MEASUREMENT DATA SHEET FOR MOMENT OF INERTIA TEST.)

The moment of inertia of the hull is calculated from the following formula:

I = (C D^2 T^2) / (4 pi^2)

Where: I = Moment of inertia
C = Spring constant, lb. per ft. (Kg. per M.)
D = Distance to axis, Ft (M)
T = Time of one complete oscillation, seconds
pi = 3.1416

For our purpose, D = 104" - 1" + 9/32" = 103.281 = 8.6067(2.6233M.) The spring constant will be furnished with springs from SCIRA. We can now simplify the formula to:

(English) I = (8.6067 ft^2 C T^2) / (4 X 3.1416^2) = 1.8763 (C T^2) slug ft.^2

(Metric) I = (2.6233 m^2 C T^2) / (4 X 3.1416^2) = .1743 C T^2

The minimum moment of inertia of the hull as determined from the formula above shall be:

English - 200 (slug foot squared)
Metric - 27.6 (metric slug meters squared)

If the hull moment of inertia does not meet this minimum, weight shall be moved to or added to the ends to bring it up to the minimum.

The Moment of Inertia for this boat is: 27.8

Amount of weight and detailed description of location of weight added to conform to MOI requirements: (Location must be marked on diagram on page 4.)

6kg + 2kg

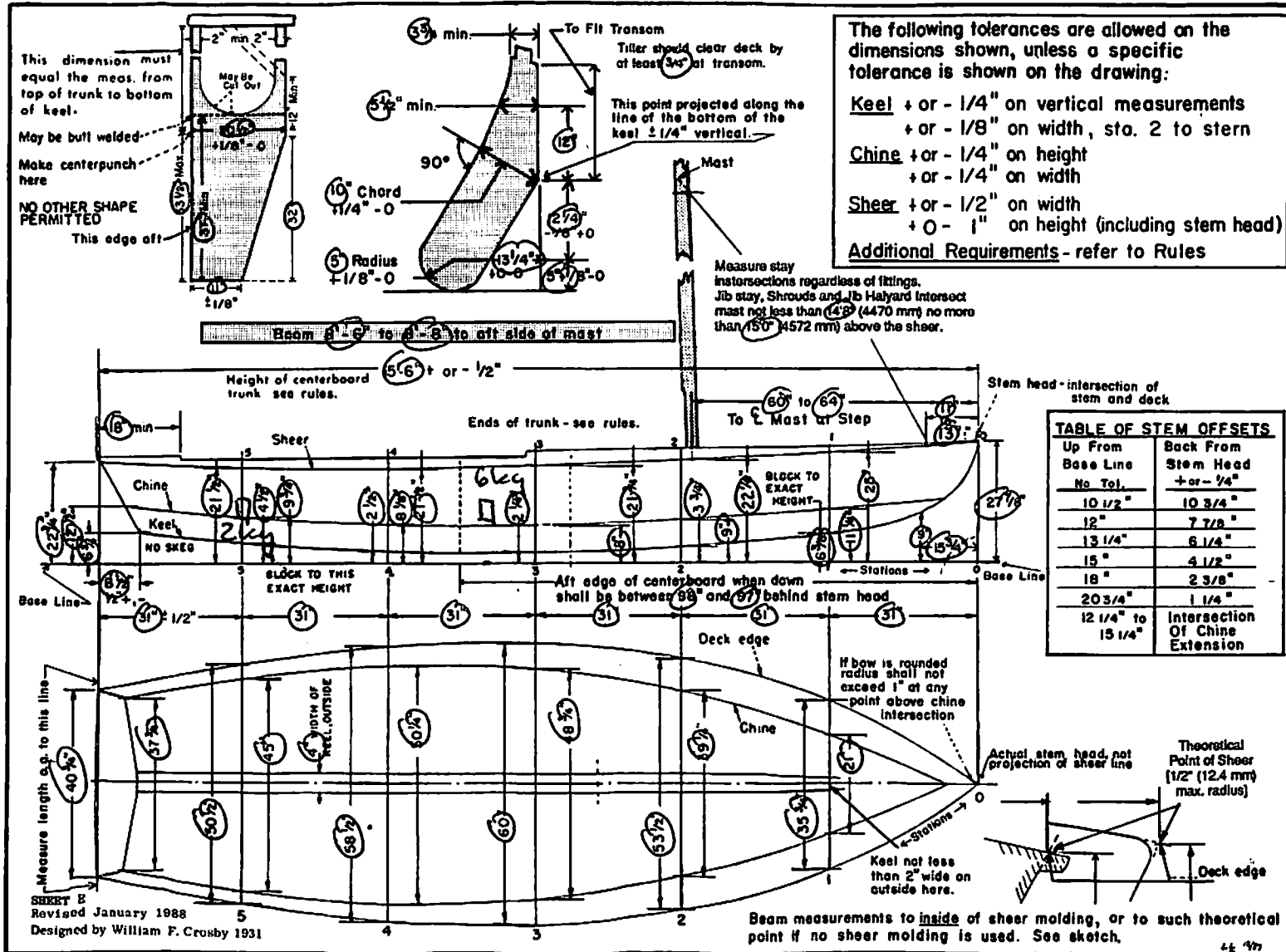
EXCEPTION TO APPLICABILITY OF PRIOR RULES

The new centerboard shape and thickness must be used after January 1, 1976 on all boats in the World Championship, Western Hemisphere Championship and European Championship. Those existing boats which cannot use a 3/8" (10mm) thick board because of trunk slot width shall use a 5/16" (8mm) thick board of the new shape. The length of the trunk slot shall be 21-1/2 inches (546.1mm) maximum.

**MEASURERS ARE CAUTIONED TO FILL OUT THIS DATA SHEET IN FULL AND AS ACCURATELY AS POSSIBLE:**

Those measurements found correct should be "circled" carefully on the drawing below, preferably with colored pencil. If certain measurements are *NOT* within the limits shown, cover same on the drawing with an "X" and use a reference letter or line across to your marginal note, giving the actual measurement.

*Briefly note exceptions here (If additional explanatory sheet is attached, check. . .)*



The following tolerances are allowed on the dimensions shown, unless a specific tolerance is shown on the drawing:

**Keel** + or - 1/4" on vertical measurements  
 + or - 1/8" on width, sta. 2 to stern

**Chine** + or - 1/4" on height  
 + or - 1/4" on width

**Sheer** + or - 1/2" on width  
 + 0 - 1" on height (including stem head)

**Additional Requirements** - refer to Rules

Up From Base Line No Tol.	Back From Stem Head + or - 1/4"
10 1/2"	10 3/4"
12"	7 7/8"
13 1/4"	6 1/4"
15"	4 1/2"
18"	2 3/8"
20 3/4"	1 1/4"
12 1/4" to 15 1/4"	Intersection Of Chine Extension

SECRET B  
 Revised January 1988  
 Designed by William F. Crosby 1931

**PLEASE USE INK**

I hereby certify that I am the official measurer of the Lake Western Divisional Fleet, Charter No. B 25  
 I certify and affirm that I have carefully measured this boat No. 52801 to the best of my ability and that all the measurements written herein or checked by me were found to be exactly as indicated. I am ready and willing to swear to this before any accredited notary public.  
 (Date) 940423 (Measurer's Signature) Joyanna Helgeson  
 Recommended for Certificate OK (Initial) Not Recommended \_\_\_\_\_

Note: The Fleet Measurer must under no circumstances give the Certificate of Measurement to the owner unless he is positive that the boat fully complies with these restrictions. If positive, the Measurer gives the Certificate to the owner and sends this Data Sheet to the Secretary.

MÄTPROTOKOLL FÖR SNIPE 199# -94

(sifferkoden är enligt klassreglernas numrering)

3. Registreringsnummer: *S28691* 60. Tillverkare: *Skippa*
5. Ägare: *Filip Svensson, Svanen 1* 59167 *Motala*
6. Snipefleet: *Lake Wettev* Fleet *825*
- Försäkringsbolag och nummer: *Trygg-Hansa 33-412626-5*
- Mätcertifikat: *ok* SCIRA-dekal: *ok*
- 8.14 Spirbom (längd och placering): *2630 - aukomb*
9. Segel (antal): storsegel *2* fockar *3*
26. Mätband på centerbord: *ok* Säkerhetslina: *ok*
32. Roder, monterat parallellt med akterspegeln: *ok*
35. Mastens centrumlinje (märke i båten vid 60"): *ok*
- Förstagsplacering (min 11"/279,4 mm från stäven): *ok*
42. Mastens mätmärken: *ok*
48. Förstag av wire, 2,4 mm, (hela längden), ej justerbart, längd så att inte masten vidrör bakre msthålskanten: ....
54. Totalvikt (min 172,8 kg) inkl. mast, bom, rigg, storskot, centerbord, roder, roderkult, spirbom och spirboms-system): *173,0 kg* *ok*
58. Utrustning: *ok* (paddel, flytvästar, bogserlina minst 10 m - 6 mm tjock)

Mätmannen skall efter godkännande märka/signera, väl synligt på styrbordssidan, följande:

- mast, centerbord, roder och spirbom. *ok*

Dessutom skall alla godkända segel märkas.

Ovanstående har vid mätningarna godkänts: *Juergen Helges*

Datum: *940423* Namnförtydligande: *Juergen Helges*

Detta protokoll, eller kopia därav, skall sändas till SCIRA:s mätchef för att Snipen ska få räknas på kval-, rankings- eller mästerskapsseglingar under 1993.

MÄTPROTOKOLLET GÄLLER FRÅN DEN DAG DET ÄR SCIRA TILLHANDA

SCIRA:s mätchef: *Peter Gustavsson*  
*Stockholmsv. 114*

*Maricstad*

*Moment Test: 68 sek. 25 svärningar*

# SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

3. Official Racing Number of boat on trunk. 28691
4. Boat's Name \_\_\_\_\_
5. Full name(s) and address(es) of owner(s) (please print)  
Filip Svansson  
Syngatani  
59167 Motaka
6. Name and charter number of the fleet in which this boat is expected to compete.  
Lake Western 825
7. Give name and address of builder of boat Shipper

### WEIGHT LIMIT

51. THE BOAT COMPLETE MUST BE WEIGHED. THIS WEIGHT DOES NOT INCLUDE ANCHOR, PADDLE, WHISKERPOLE, LIFE PRESERVERS, BAILING EQUIPMENT (unless permanently attached), SAILS, OR ANY OTHER LOOSE GEAR. IT DOES INCLUDE MAST, BOOM, RIGGING, MAINSHEET, CENTERBOARD, RUDDER, AND TILLER. BOATS THAT DO NOT MEET THE WEIGHT LIMIT MUST HAVE WEIGHT PERMANENTLY ADDED BEFORE THEY CAN BE GIVEN MEASUREMENT CERTIFICATES.
52. The weight of this boat as outlined above is 173 kg lbs.  
 Amount of ballast \_\_\_\_\_ lbs.

### MOMENT OF INERTIA TEST

78. All bare hulls, as defined in paragraph 54 must be subjected to the moment of inertia test. (For a full description of the method, see SUPPLEMENT TO THE MEASUREMENT DATA SHEET FOR MOMENT OF INERTIA TEST.)  
 The moment of inertia of the hull is calculated from the following formula:

$$I = \frac{CD^2T^2}{4\pi^2}$$

Where: I = Moment of Inertia  
 C = Spring constant, lb. per ft. (Kg per M.)  
 D = Distance to axis, Ft (M)  
 T = Time of one complete oscillation, seconds 2.72  
 $\pi = 3.1416$

The minimum moment of inertia of the hull as determined from the formula above shall be:  
 English - 200 (slug ft<sup>2</sup>)  
 Metric - 27.6 (metric slug M<sup>2</sup>)

If the hull moment of inertia does not meet this minimum, weight shall be moved to or added to the ends to bring it up to the minimum.  
 The Moment of Inertia for this boat is 27.8  
 Amount of weight and location \_\_\_\_\_

### SUPPLEMENT TO THE MEASUREMENT DATA SHEET FOR MOMENT OF INERTIA TEST

All bare hulls including ballast, deck, centerboard trunk, floorboard, flotation, hull fittings and sailway equipment shall be subjected to comply with the Moment of Inertia Test as described below.  
 Set the moment of inertia jig up on a hard level surface and check to see that it is reasonably level both lengthways and sideways. Also check the 104" dimension from the aft side of the riser to the front side of the 3/4" dia. balance rod.

Carefully balance the bare hull (defined in para 54) by moving back and forth on the balance rod so that the top of the deck is level with the horizontal line on the riser. Be sure to use a thin metal plate (6" x 6" x 1/8" is recommended) between the balance rod and the keel. Also the spring attachment assembly minus springs should be in position on the fore deck. When the hull is balanced, attach the springs to the spring attachment assembly and then to the hooks on the riser, being careful to stabilize the hull while doing this operation. Adjust the spring attachment assembly so that the centerline of the spring bolt is 1" from the aft side of the riser and clamp the assembly to the deck with the hook bolt through one of the holes in the jib stay fitting. Recheck to see that the top of the deck is level with the horizontal line within plus or minus 1/4" and adjust the hull position if necessary.

The hull should now be free to oscillate about the pivot rod, being restrained only by the springs. Check this by displacing the hull approximately 3" to 4" above or below the horizontal and allowing it to oscillate. Please notice that an oscillation is one complete cycle, from starting point to furthest away point and back to starting point.

The moment of inertia of the hull is calculated from the following formula:

$$I = \frac{CD^2T^2}{4\pi^2}$$

Where: I = Moment of inertia  
 C = Spring constant, lb. per ft. (Kg. per M.)  
 D = Distance to axis, Ft (M)  
 T = Time of one complete oscillation, seconds  
 $\pi = 3.1416$

For our purpose,  $D = 104" - 1" + 9/32" = 103.281$  8.6067 (2.6233M.) The spring constant will be furnished with spring from SCIRA. We can now simplify the formula to:

$$\text{(English)} I = \frac{8.6067 \text{ ft}^2 C T^2}{4 \times 3.1416^2} = 1.8763 (C T^2) \text{ slug ft}^2$$

$$\text{(Metric)} I = \frac{2.6233 \text{ m}^2 C T^2}{4 \times 3.1416^2} = .1743 C T^2$$

Proceed to time the hull oscillations through a minimum of 10 complete oscillations. Divide the total time by the number of oscillations to arrive at the average time for one complete oscillation. Repeat this procedure twice to check that the average oscillation time is correct to the nearest thousandth of a second, starting with 3" to 4" bow placement each time. Please note that the stop watch is started at the beginning of the first oscillation but the number count is started at the end of the first oscillation.

Using the average time for one complete oscillation, solve the formula for moment of inertia.

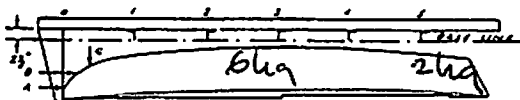
The minimum moment of inertia of the hull as determined from the formula above shall be:

English - 200 (slug ft<sup>2</sup>)  
 Metric - 27.6 (metric slug M<sup>2</sup>)

If the hull moment of inertia does not meet this minimum, weight shall be added to the ends to bring it up to the minimum.

HULL NO. 28691  
 OWNER Filip Svansson

DATE 940423



(Date) 940423 (Measurer's Signature) Ingeemar Helgesson / gum  
 Recommended for Certificate cmc (Initial)